

Urbana, Findlay and Detroit Railroad.

The increasing interest manifested in this new railroad project, favorable to its progress and final completion, and the great importance of immediate and energetic action being taken to secure the hearty co-operation of the people along the line, and eliciting other influences to act in aid of this enterprise, induce your contributor to present some of the prominent inducements to the pressing forward the movements already made in behalf of the furtherance of the project for constructing the Urbana, Findlay and Detroit railroad. Cincinnati and Detroit are, in fact, the termini of the proposed line. By reason of the commercial facilities, given to Detroit by her position upon a navigable river connected with Lake Erie on the east; Huron, Michigan and Superior, on the north and west; and the chain of railroads from the east and west, she has assumed an enviable position among the cities of the Union, and henceforth will be a commercial emporium sought by the capitalists of the country.

The completion of the Canada railroad, in connection with the Central New York road, opens to Detroit direct communication with New York city, through the best and most populous portion of the state of New York, and makes the Canadas the highway for her enterprise.

The Central Michigan road draws to her a large share of the commerce of the west, and her prospective railroad enterprises will open and make tributary all the western and more northern portions of the state of Michigan, so that the vast lumber regions of the north, and the mineral country of the north-west, will be easy of access and brought to the very doors of the city. Detroit desires a direct southern connection with our own proud "Queen of the West" and other southern cities, and will show herself liberal and even prodigal in the consummation of the desired end.

Cincinnati, alike alive to the importance of a direct northern connection with Detroit, and by reason thereof with the Canadas, the lumber country, the fisheries, mineral regions, pleasure and health seeking retreats of the north, has devised various ways and means to effect the desired object, but as yet the ground is unoccupied and the north is approached only by a circuitous route. The project is, however, still agitated, and the Cincinnatians continue to dilate upon "an air line opening up the north."

Disregarding our own immediate interests for the present, let us see how the Urbana, Findlay and Detroit railroad scheme will answer the end proposed. With Detroit for the northern terminus—all her wealth—railroad facilities—connection with the upper and lower lakes—her easy access to Canada—position—business ability and proverbial public spirit, pass south to Monroe, and a connection is made with that part or branch of the Southern Michigan and Northern Indiana road, leading from Adrian to Monroe. From Monroe south our line intersects the branch of the S. M. & N. I. road to Toledo. Toledo is approached by railroads at every point of the compass, save on the north. The last named road and the Toledo, Wabash Valley and St. Louis road approach the west and south-west; the Cleveland, Norwalk and Toledo, and the Junction roads on the east; while one of the best harbors on the Lake affords all the advantages connected with the successful navigation of the lake, and in truth makes Toledo one of the first and leading commercial points on Lake Erie. Proceeding south the T. W. V. & St. L. road is intersected not far from Maumee City, containing at least two thousand inhabitants, and until recently the county seat of Lucas county. From Detroit to Maumee is about sixty miles, over an easy grade and fine productive country. Crossing the Maumee, Perrysburg, the county seat of Wood county, is brought near the line and at Portageville sixteen miles further south, our line intersects the Fremont and Fort Wayne road leading east and west through a new but highly fertile country, which will ere long be the garden of Ohio. At or near Findlay our line will cross the Tiffin and Fort Wayne road, which is a part or continuation of the Clinton Line road from New York city to Council Bluffs, in

Iowa. This line is being put under contract and the progress of the work put beyond a doubt, and will be one of the most magnificent roads in the Union. At Findlay the Fremont and Indiana railroad (originated at this place and now fast approaching completion,) is intersected. The termini of this road are Sandusky City, (in fact,) and Union in Randolph county, Indiana. This road places us in direct communication with Sandusky City, by a distance of only fifty-eight miles. Lima, in Allen county, to the south-west, is about thirty miles, and is passed through by the Ohio and Indiana road, leading west to Fort Wayne, which is nothing more nor less than a continuation of the Central Pennsylvania road. The Dayton and Michigan road touches Lima and by the connection secured, enables the traveler to proceed by that route directly to Cincinnati. At Union, the south-western terminus of the Fremont and Indiana road, a railroad focus is formed, from which diverge numerous important roads to Cleveland, Indianapolis and elsewhere. The Cleveland and St. Louis road, is now being surveyed and strong assurances of its progress are given by its President and Engineers. There is but little doubt that the interests of the Company will induce it to make this place a point instead of running only four or five miles south. A connection with the Mad River and Lake Erie road will be made at this place, by the branch from Carey to Findlay. At Dunkirk, in Hardin county, seventeen miles south, the aforesaid continuation of the Central Pennsylvania road, known here as the Ohio & Indiana road, will be crossed in the heart of a fine agricultural country. The Owl Creek and Lima road will intersect our line at no distant point from Dunkirk, and an outlet from the point of intersection will be opened to eastern central Ohio and west to Fort Wayne. At Huntsville, in Logan county, our line will cross the Sandusky City and Huntsville road opening a communication west to Piqua in Miami county; thence to Cincinnati via Eaton, Hamilton, &c., or via Dayton, Hamilton, &c., or by the short line from Dayton to Cincinnati, now in progress of construction, or from Piqua west to Union or south-west to Louisville, &c. At Bellefontaine in Logan county, our line will connect with the Bellefontaine and Indiana road leading west to Sidney, in Shelby county, thence to Union and on to Indianapolis. The eastern line of the last named road, passes through Marion, in Marion county, connects at Galion with the Cincinnati, Columbus and Cleveland road and will ere long be completed east to Wooster, in Wayne county, and thereby a direct communication with Pittsburgh secured. At Bellefontaine is a road leading to Columbus partly constructed via Marysville, in Union county; also from Marysville to Delaware, Mt. Vernon, Wooster, Canton, in Stark county, Lexington, and thence to Pittsburgh.

Then there is another project on foot for a road from this point by the way of Troy, in Miami county, or Dayton to Madison, Indiana, and Louisville, Ky. It is said a large amount of stock is taken and strong assurances given that the road shall be speedily constructed. This would give a connection to the south-west by a uniform gauge.

At Urbana is the Columbus, Urbana and Piqua road, which our line would cross and give us a communication with Columbus, the capital of Ohio, and west to Piqua; and thence on the roads to the points heretofore mentioned. Here, too, is the broad gauge road connecting with all the central and eastern roads, and extending to the south-westward, now in a state of forwardness toward completion. At Springfield, in Clarke county, is the Springfield, Mt. Vernon and Pittsburg road; also, the Springfield and Columbus road, via London, in Madison county; from Columbus to Newark, in Licking county; Zanesville, in Muskingum county; Cambridge, in Guernsey county; St. Clairsville, in Belmont county; and thence to Wheeling, connecting with the road thence to Baltimore. Also the Springfield and Dayton road to Cincinnati. The Little Miami road, from Cincinnati, terminates at Springfield, and has a connection with the Mad River and Lake Erie company on such terms as more particularly suits the

latter company than the former. The Little Miami company has a maximum road—is very wealthy—forms some good connections, as at Xenia, with a road to Columbus and Cleveland, and a road to Dayton; and at Rochester, with a road to Wilmington, in Clinton county; Washington, in Fayette county; Circleville, in Pickaway county; Lancaster, in Fairfield county; Somerset, in Perry county, to Zanesville, and thence to Wheeling; and at a point farther toward Cincinnati is the Parkersburg, or Belpre, Hillsborough and Cincinnati road.

From Detroit to Maumee is about sixty miles: from Maumee to Findlay, thirty-six; from Findlay to a point on our line opposite Kenton, twenty-eight; from that point to Bellefontaine, or a point opposite, twenty-one; from that point to Urbana, eighteen; from Urbana to Springfield, fourteen; and from Springfield to Cincinnati, eighty. An air line from Toledo to Cincinnati would pass a few miles west of Findlay, Bellefontaine, Urbana, Springfield and Xenia, and would make very few important connexions, have more rival interests and not one-fifth of the way business.

The grade on the whole line proposed, where it would be necessary and expedient to build a new road, is easy, approaching, on much of the route, very little more than a surface grade. The country along the whole line is unsurpassed in all that gives wealth and population to a community—makes public improvements valuable to the projectors, and secures a guaranty for their future success.

The Urbana, Findlay and Detroit route accommodates more towns and cities—secures more local feeling among those along the line—and will unite more enterprise, and give greater facilities of accommodation, and, in my opinion, be a better paying road, if constructed, than any other projected in Ohio, within the last five years.

The southern chain of road, from Lexington, Kentucky, to Charleston, on the seaboard, will soon be completed by the making of the link between the Kentucky state line and Lexington. The completion of the entire road from Charleston to Cincinnati, is anticipated within two years.—The line of road between the last named cities, is five hundred miles, securing important connections with all the southern roads to Nashville, Knoxville, Savannah, Augusta, and the numerous projected roads diverging through the southern states; thus opening the way for commercial communication with the cotton, rice and tobacco-fields, the tar, pitch and turpentine forests of North Carolina,—the cotton and rice producers of Georgia and South Carolina,—the fruits, sugars, cotton and rice of Florida,—and the various products of other southern states; all which, in seeking a northern market in the towns and cities along the proposed line, would, of course, be carried over it.

It is apparent to the most obtuse of discernment, that in addition to the large way and through business certain to be secured upon this line, a mighty flood of passengers would be carried to and fro over it during all seasons of the year. The importance of the termini and the stretch of country beyond, tributary thereto—their connection with the tides of emigration flowing along the great thoroughfares leading through them—the numerous cities and towns along the line and the travelers thrown upon the road at the almost numberless intersections, insure a first class passenger road. Reason on reason accumulates, as investigation is made and the matter familiarized why the proposed road must be all its most sanguine friends claim for it.—This section of the state is more interested in this line than any other. Our own county should strain its strength and nerve every limb with a bold and determined effort to cause the Urbana, Findlay and Detroit road to be built. It will pass centrally through the county and draw to itself the business of two-thirds of this county—make all our little towns north and south, thriving places—build up and magnify our own county seat—bring vast sums of capital into the county—secure the location of other roads at favorable points—increase all the real estate to the north and south 40 per cent—open up to us the easiest and most accessible markets in Ohio—place us upon the high

road of enterprise and favorable position—and in truth bring to our very doors, all that can be secured by the best public thoroughfares, and place our county in such a position, that we shall point with Roman pride to the enterprise of her citizens and the enviable rank which she must ever hold in prosperity, wealth and public estimation among her sister counties in Ohio. Books are open for the subscription of stock, and it remains to be seen whether the citizens along the line of this road will fail to do their imperative duty, and prove recreant to their own best interests, or whether they will act the part that becomes them and do noble and generous deeds to themselves and to the spirit of the day and age, by subscribing largely to insure the construction of the Urbana, Findlay and Detroit railroad. The people of Hancock never did fail to act nobly and generously in every matter of public concern, and they will again show themselves worthy the confidence and public reputation which they now enjoy. H.

NEW CRIMES.—Mr. Egly, a member of the House of Representatives from this county, has introduced a bill "to provide for the punishment of certain offences therein named." By this bill it is made a misdemeanor in a constable, justice of the peace, sheriff or deputy sheriff, clerk or deputy clerk, master commissioner or attorney, to collect money, and refuse or intentionally neglect to pay it over to the party entitled to receive it. For this misdemeanor, a constable or a justice of the peace is to be fined in double the amount by him withheld, and imprisoned from thirty to ninety days. A sheriff or deputy sheriff, clerk or deputy clerk, or a master commissioner, to be fined not less than two hundred, nor more than two thousand dollars, and imprisoned from three to twelve months. An attorney is to be fined not less than twenty-five, nor more than five hundred dollars, imprisoned in the county jail from ten to ninety days, and be forever prohibited from practicing as attorney or counsellor at law in any court of record in this State, unless pardoned by the Governor. The other persons and officers named in the bill, are also made incapable of holding their offices, and rendered ineligible thereafter; unless pardoned by the Governor. All prosecutions are to be by indictment.

This is a stringent bill, but we think it ought to become a law. Much inconvenience has always been experienced from the want of just such a law to compel officers to pay over money they have collected.—[Cin. Gaz.]

IMPORTANT CORRESPONDENCE.—The London papers publish the secret documents that have passed between the British government and their Ambassador at St. Petersburg, since the commencement of the present year. The documents are voluminous, filling seven or eight columns of type, and are of much interest, as they relate in dialogue shape, the conversations between the Emperor Nicholas and Sir G. H. Seymour, the English representative at St. Petersburg. In one of these conversations, the Emperor distinctly intimated that the interests—meaning the action—of Russia and Austria were identical in the Eastern question; and further, that France was endeavoring to embroil Europe in war in the East, in order to advance objects of their own—among other things, to obtain possession of Tunis.

In talking of the partition of the Turkish Empire, Nicholas said he would consent to give Egypt and the Island of Candia to England, while Russia would keep the protectorate of the Principalities, Servia and Bulgaria. In connection with these documents, is also published the memorandum by Count Nesselrode, sent for approval to the British government, and founded on communications from Nicholas, subsequent to his visit to England in 1844. The drift of this last named memorandum is that Russia and England having a preponderance, the former by land the latter by sea, in the affairs of Turkey, should come to an understanding how to divide the spoils in the event of the Turkish Empire "crumbling to pieces."—Russia and Austria being in union, the Czar considered that if England's adhesion could be gained, France would be compelled to submit to their views.